

Slowing fast planes to landing speed latest headache for aircraft designers

Now that jet fighters have reached the sound barrier, says the American Association of Aeronautics, the "new speed barrier" is to make aircraft designers as baffled as David C. Hoag and Rudolf F. Lehman of the Ames research laboratory at Princeton University.

"As faster aircraft are built, it is becoming increasingly difficult," reports Hoag and Lehman, "to make their minimum flying speed slow enough for safe landings."

In World War I, the fastest military planes landed at 40 to 50 miles an hour. During the 1920s, the minimum landing speed of the fastest planes rose to 75. By the end of World War II it was 125. Today, for the latest aircraft, it is between 175 and 200 m.p.h.

The problem of bringing a heavy airplane to earth at such speed is appalling. The stress is terrific on the pilot and the machine.

The air force, exhausted and nervous, is beginning to find that advance general aviation jets are barely adequate and the navy faces problems in designing jet fighters and catapult capable of stopping or launching such planes on carrier decks.

Free present civil aircraft can handle fast new jet airplanes that are already flying or projected, reports the scientists.

The low speed barrier is being

attacked in a novel way: instead of the Princeton laboratory, which curving ribbons of smoke flowing over models reveal by their patterns the forces developed at low speeds.

This wing, white capable of superior performance at high speeds, comes unacceptably with their chief at low speeds. What is one way while the airplane is

Exploring child both bold and cautious

The one-year-old has to learn his way into a world full of hazards. Not everything potentially dangerous or fragile can be moved out of reach and just saying "No!" too often or in a bossy tone, won't stop a determined toddler headed for a forbidden object.

What's to be done about the stress on a jet, electrical equipment, all things or anything out of window?

A mother can simplify the business of teaching the child to have certain things about by handling the situation carefully in the beginning. Let the child be as early exploring wherever you happen to be working at that, from the back ground, you can readily keep an eye on his activities.

When he makes for an object he shouldn't play with, correlate him and give him a helping hand in the examination. Use words of caution by indicating "No!" Let him go near enough to feel the force for himself. Baby is both bold and cautious at the same time. His curiosity pushes him on but he doesn't want to get hurt.

Yore trouble of caution about those sharp, electrical cords, washing machine and such, make him understand that certain objects are not playthings. Once his curiosity is satisfied and tempered with caution, he won't be so likely to rush into trouble.

Fortunately the young explorer is easily distracted. He can be turned away from something he would rather investigate by simply drawing his attention to something new.

Trying to standardize traffic control devices

The first major effort toward standardization of traffic control devices across Canada has been taken by the Canadian Road Traffic Association in collaboration with the Canadian Traffic Engineering and Traffic Engineers and national organizations. The Canadian manual is scheduled for publication by the end of 1957.

The first meeting of the Joint Committee on Uniform Traffic Control Devices for Canada was held May 7 in Winnipeg. It was convened by Hon. Adamson, President of CTRA, on the recommendation of the CTRA Council.

The meeting was attended by representatives of federal, provincial and municipal governments and national agencies with an interest in and concern in standardizing traffic control devices. The manual was welcomed as essential to the convenience, economy and safety of highway transportation.

There has been a gradual transition in the development of the poultry industry. A very few years ago poultry production was a domestic industry. It was a family business, a family industry, a family enterprise. It was a family business, a family industry, a family enterprise.

Today the poultry industry is a major industry. It is a major industry, a major enterprise, a major business. It is a major industry, a major enterprise, a major business.

Change in merchandising and processing methods have been going on for some time. The poultry industry is a major industry, a major enterprise, a major business. It is a major industry, a major enterprise, a major business.

Pets with Personality!

On and on went the monotonous chant. In the big auditorium, every church, school and industry through the night.

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Delegates doze as two-years Church minutes read

A team of 16 readers, in turn, were giving a ten-minute presentation of the entire minutes of the church's executive committee for a two-year period.

The length, an estimated 80,000 words of detailed notes, roll call, discussion, meetings and other formal data.

Opponents of a proposed merger with the Evangelical and the first of Church had threatened a law suit if it if the records weren't fully read.

About 2,000 church delegates were present at the marathon reading job began at 10 p.m.

Making plans descend 20,000 feet under sea

Jacques Piccard of Switzerland, who has been 10,235 feet underwater in his bathysphere diving craft, is making plans to descend to the Gulf of Mexico.

Piccard had conferred with the Oceanography Department of Texas A. & M. College on plans for the dive if he is able to bring the bathysphere to this country.

He said that a dive of 20,000 feet into the ocean depths is possible with his "Trieste" diving craft. The 28-ton bathysphere is 18 feet long and has accommodations for two men and a chamber seven feet in diameter.

In 1953 Piccard and his fellow diver, August Piccard, made a record dive of 10,235 feet in the "Trieste," but the French navy disallowed him to make a second dive.

Two motor-driven propellers are used to turn the craft during descent and lighting is concentrated in a small search area for maximum visibility for bathysphere observations.

Musical family tough on mother

Nones a tune, any tune, and chances are someone is the John Holcomb family of England. Holcomb can pick up a musical instrument and play it.

All seven Holcombs from eight-year-old Jimmy on to the mother and father, are musicians. They play piano, violin, French horn, guitar, accordion, banjo and mandolin.

Music, music, make all day long with everyone practicing a different tune sometimes goes on the house.

"I've had to leave the bathroom because I couldn't stand it."

Back home in Australia, where he's been talking for centuries, the plains people call him the "becherfucker" or "pretty boy."

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.. World Happenings In Pictures ..

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REUNITED—Sweethearts since their school days in Malta, Port and Paul Beyer, 26, now of Whistler, Ont., and Lona Beyer, 26, were reunited recently when she arrived here aboard the Egyptian freighter Port Said. Beyer left Malta with his parents nearly six years ago but continued to correspond with Lona and both vowed they would be wed one day. That day will arrive next month in a ceremony at Whistler.



ON U.S. SOIL AFTER THREE-YEAR BATTLE—Mrs. Grace La, 29-year-old stenographer, smiles after passing through immigration at Miami to enter the U.S. She has spent the past three years in Montreal trying to find some way to beat red tape and join her husband, Dr. Frederick La of Columbia University. Over the years she had tried to enter the U.S. from Hong Kong, London, Paris, Amsterdam and Montreal. Mrs. La came to from Costa Rica with help of Senator Herbert Lehman (D-N.Y.). She left her apartment in Montreal on June 6. At right is a friend, Edwin J. Weinstein.



CANADIAN FLAG IN LONDON—Landing seaman William Kerr, of Toronto, hoists the Canadian flag aboard HMCS St. Laurent, after building in the port of London. The seafaring seaman most recently completed duty escorting the Royal Yacht Britannia during the Queen's state visit to Stockholm. The evening is in London for a brief visit.



GET A HORSE—Riders in New York City's Central Park give the horse a ride to the driver of a three-wheeled utility car. Named the "Star," the tiny vehicle has a streamlined body of molded fiberglass and a one-cylinder General 11.0 engine. The car has a maximum speed of 70 miles per hour and is said to get 30 miles to the gallon. Less than three feet high, the Star is 10 feet, five inches long, 50 inches wide, and weighs only 200 pounds. The vehicle was designed for Henson Industries Corporation.



ROMAN TANKS, ROMAN BOYS, ROMAN EYES—Customs lady in Rome, Italy, spent for a woman's eye view of some tanks gathered on the outskirts of the city for a parade in honor of the 10th anniversary of the Italian republic.



ACCUSED IN AUNT'S DEATH—Richard Omsend, 11, New York City College freshman held in the fatal slaying of his aunt, charged hundreds of hours as he is bound on homicide charges. The youth, defying police investigating a report that he had threatened to kill his girl friend, fired a rifle bullet through the locked door of his bedroom and fatally wounded his aunt, Isabel Potensky, who was reading with him in her room.



SAFE BY A SHADE—This tale won't have to run for cover at Cypress Gardens, Fla., come rain or come shine. Their unique headgear combines the features of both hats and umbrellas, while protecting the hairdresser.



TERRORIST LEADER SOUGHT—British authorities in Cyprus said this is a snapshot of Cypriot terrorist leader George Givens, 36, reputed commander of the underground force on the strife-torn island. The picture was found during recent search operations in the Troodos mountains where 19 British soldiers died in a forest fire.



HAPPY AND WELL AGAIN—Mr. and Mrs. Stanley Friedman both found relief from heart operation in Brooklyn hospital. Mrs. Friedman has suffered from heart with pulmonary vascular disease, an abnormality of the pulmonary vessels in the heart that does not permit it to open fully and blocks the free flow of blood. Before the double operation, she was resigned to a lingering death and for two months and four weeks during the operation, her heart was stopped. She has left the hospital a well and normal person.



VICTIM OF HOLDUP—Mrs. Jim Hignault comforts her 11-year-old son, Geoff, as he lies in a Los Angeles hospital after being shot in the back as he witnessed a holdup. Police said the boy was working in a grocery store, sweeping floors, and was shot as a gunman fled with \$100. The constant is described as fair.



NO REMORSE HERE—Wow! The mighty arm of Fred, barman Jimmy Blair, has just helped appeal two home runs for his 27-year-old team in Vancouver, B.C. The slugging old pro is pitcher Larry Smith, Blair's teammate in the local Little Mountain League.

SET FOR FALL—Molise and wood board are combined in this autumn suit designed by Frederick Blanche of London with a slender skirt and a semi-fitted jacket with a collar, stripes.



WITH OSTICH GRACE—This female athlete in London, England, is seemingly unbeatable and most noteworthy defeat. The girl, Bungalow, landed in this position during a school track event.

